

TRANSPORTATION REPORT

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Citizens for Responsibility and Ethics in Washington issued a report regarding congressional lobbying efforts by railroads

1st - Four Former Members of Congress lobby for the railroads:

* The rail industry employs at least four former members of Congress to lobby on their behalf (Former Sens. John Breaux (D-LA) and Trent Lott (R-MS) and their lobby shop, the Breaux Lott Leadership Group, reported the second-highest amount: \$1.68 million in lobbying fees since 2008.)

2nd - Two Former Members of Congress who lobby for the railroads - have sons serving on the Railroad Subcommittee!

* Two former members who lobby for the industry have sons on a railroad subcommittee (Bud Shuster and Dan Lipinski)

* Rep. John Mica (R-FL), Chairman of the House Transportation and Infrastructure Committee, is working on a transportation authorization bill with a markup expected in July (side note: we know that there will be a rail title in this bill)

Contributions by Railroads To House Committee Members Are Up by More Than 25%!

* Contributions from railroads to committee members jumped more than 25% between 2008 and 2010

* **The rail industry spent \$73.3 million lobbying Congress in 2009-2010, up from \$69.9 million in 2007-2008**

Rep. Corrine Brown D-FL Ranking Member of House Transportation and Infrastructure Committee and Ranking Member on the Railroads Subcommittee receives the Most Lobby Money!

* Rep. Corrine Brown (D-FL) has been the largest recipient of campaign contributions from the rail industry (**\$232,484**). She is the ranking member of the Subcommittee on Railroads, Pipelines, and Hazardous Materials and **CSX is headquartered in her district**. The Center for Responsive Politics found CSX Corp. was Rep. Brown's largest campaign contributor during both the 2008 and 2010 cycles, and railroads were her largest industry contributor for the 2010 cycle.

* The next largest recipient is Rep. Mica, the chair of the committee. He received \$182,298 from railroads. Rep. Shuster, the chair of the railroad subcommittee, was the third highest recipient, accepting \$165,800 in railroad cash. Railroads were his top industry contributor for both the 2008 and 2010 cycles, according to The Center for Responsive Politics. Also on the subcommittee, Rep. Jerry Costello (D-IL) and Rep. Peter DeFazio (D-OR) were the fourth and fifth largest recipients, receiving \$139,647 and \$121,500 respectively. Rep. Lipinski (D-IL), also a member of the railroad subcommittee, is the sixth largest recipient, with \$120,641. Rep. Nick Rahall (D-WV), the ranking member of the Transportation Committee, ranked seventh, taking in \$113,500.38

* As part of its effort to advance its agenda, the railroad industry appears to have set up multiple websites to advance its agenda. *Major players in the railroad industry, including BNSF, Kansas City Southern, Norfolk Southern, and Union Pacific, are listed as “supporters” of the Go Rail website at www.gorail.org.* The site’s mission says that “GoRail was founded on the principle that ‘all politics is local’ and that direct input from constituents is the best way communicate with members of Congress,” and the site’s “Issues” section includes vague language against regulation. Meanwhile, the site’s Action Center is connected to the website of DDC Advocacy, a Washington-area firm specializing in grasstops and grassroots work – finding constituents who can contact lawmakers and give the appearance of popular support for an industry’s political agenda. DDC’s other clients have included the Business Roundtable.

The **Go Rail** effort seems to be the main public relations push by the rail industry (Editor's Note: Go Rail’s staff overlaps with the staff of Go21, the rail advocacy organization that has recruited local community leaders and lobbied for initiatives promoting freight rail - such as trying to stop STB hearings on Rail Competition.)

http://www.citizensforethics.org/page/-/PDFs/Legal/Investigation/2011_7_7_CREW_report_transportation_railroad_paytoplay.pdf?nocdn=1